



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2302124

Applicant Name: Clayton O'Brien-Smith and David Winans, [GGLO architects](#)
for Curt Pryde, [Pryde Corporation](#)

Address of Proposal: 1536 NW Market St

SUMMARY OF PROPOSED ACTIONS

Master Use Permit for future construction of two eight-story towers (seven stories of residential apartments above a ground floor level). Project comprises 174 apartments, five live-work units, and 8,700 sq.ft. of customer service office and retail space. Accessory parking within the structure on three to four levels, at and below grade. Project includes demolition of existing bank and clinic.

The following approvals are required:

Design Review – SMC Chapter [23.41](#), involving design departures from the following Land Use Code development standards:

- Residential open space, SMC [23.47.024](#),
- Nonresidential street frontage, SMC [23.47.008 B](#),
- Sight triangle, SMC [23.54.030 G](#).

SEPA - Environmental Determination – SMC Chapter [25.05](#)

SEPA DETERMINATIONS:

☐ Exempt ☒ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction. ¹

¹ Early DNS published May 13, 2004.

BACKGROUND DATA

Project Description

The applicant proposes to construct a mixed-use building containing 174 residential apartments distributed among seven levels above a commercial base containing a drive-through bank and five (5) live-work units. The project is to be built in two phases, and involves temporary relocation of the existing bank to the property's north side. Parking is to be provided on three to four levels at and below grade, all within the structure.

Vicinity and Site

The site is located in the Ballard neighborhood, fronting on both NW Market Street and NW 56th Street, midblock between 15th Ave NW and 17th Ave NW. City maps classify NW Market St. as a minor arterial and NW 56th St. as a nonarterial. The vicinity is generally quite flat. The property is located in the Crown Hill/Ballard Hub Urban Village, but lies several blocks outside the Ballard Municipal Center.

The site is zoned Neighborhood Commercial 3 with an 85-foot base height limit (NC3-85, see Figure 2), one of the tallest zones in the area. Properties to the east and west, and south across NW Market St. are also zoned NC3-85. To the north across NW 56th St, land is zoned NC3 with a 65-foot base height limit. To the east along 15th Ave NW, land is zoned Commercial 1 with a 65-foot height limit, and to the southwest is a Major Institutional Overlay (MIO) associated with Swedish Hospital.

Development in the vicinity reflects its zoning, though most does not approach full zoning potential, suggesting that the area could experience substantial future redevelopment.

NW Market St. represents the principal east-west axis of the neighborhood business district in Ballard, centered about 500 yards to the west of the site. To the west, this corridor is characterized by narrow two and three story commercial and mixed use structures and wide sidewalks. Near the site, the prevailing pattern is lower, one and two story commercial structures surrounded by surface parking lots. A low office building and a small convenience store are located immediately to the west, and to the east is a surface parking lot associated with a restaurant, as well as a low apartment building and a print shop. Across NW Market St. are retail stores, a restaurant, a fire station, and a multipurpose convenience store. A recently constructed, six-story mixed use condominium development occupies nearly the full block to the north across NW 56th St.

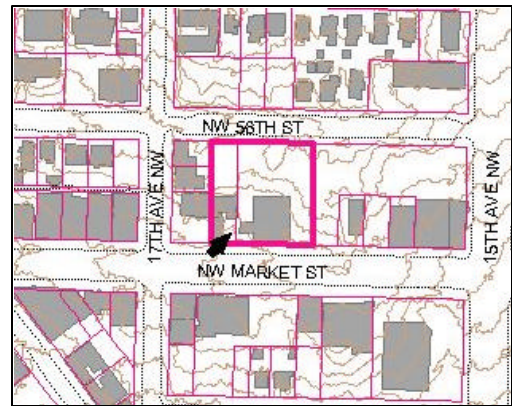


Figure 1. Local topography

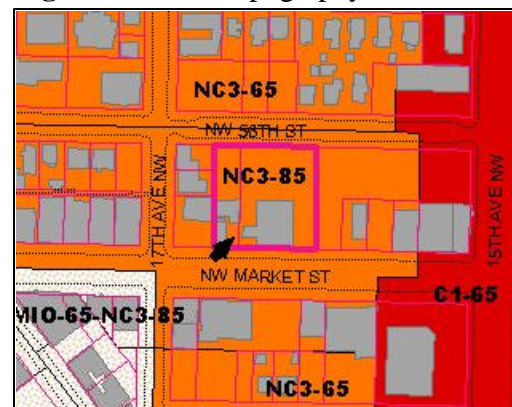


Figure 2. Vicinity Zoning



Figure 3. Aerial View

The site measures approximately 200' by 200', or 40,000 sq.ft. The site slopes gently to the south, about eight feet in all (See Figure 1). No portion of the site is designated as an Environmentally Critical Area on City maps. The site is currently occupied by a medical and dental clinic, a bank, and an office structure associated with the new condominium development. The remainder of the site is mostly paved for parking, with a few small deciduous trees located behind the medical building. There are existing curbs and sufficient width to accommodate full sidewalk improvements.

The site is well served by public transit. Metro routes [44](#) and [46](#) pass in front of the site along NW Market Street, and route [15](#) passes nearby along 15th Ave NW.

Public Comment

DPD heard public comment at three Design Review meetings conducted in the neighborhood, and these comments were considered and addressed in the design recommendations report, available in the project file. The file also contains one letter from the public, raising concerns about height, bulk & scale and traffic.

ANALYSIS OF THE DIRECTOR – DESIGN REVIEW

The applicants presented the project for Early Design Guidance to the Northwest Seattle Design Review Board on June 23, 2003, at the Ballard Community Center. An initial recommendations meeting took place on May 24, 2004 in the library of Ballard High School. A final recommendations meeting took place on June 28, 2004 in the Golden Gardens community Center. DPD has previously published and distributed the Design Recommendations report, and the Board's principal recommendations are summarized below. The full report is available in the project file, located on the 20th floor of Seattle Municipal Tower.

B. Height, Bulk & Scale

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

6/28/2004 Recommendations – Height, Bulk & Scale

The Board unanimously recommended approval of the overall massing of the 56th St façade as shown in design illustrations presented 6/28/2004, minus the expanded balconies.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

6/28/2004 Recommendations – Architectural Elements and Materials

The Board spoke at length about the various design amenities presented at the sidewalk level, and identified several as being important components in their overall recommendation to approve the project for Design Review. They noted that the overall design at the ground level is “interactive” and that the design team clearly took their original recommendations to heart. They commented on the “good use of brick”, the appropriate use of precast elements and the integration of an artistic element in the sidewalk area.

Where hardscape is proposed on either side of the sidewalk, Board members recommended pavers instead of scored concrete. SDoT has provided concept approval of the streetscape plan.

As discussed under “Height, Bulk & Scale”, above, the Board unanimously recommended that DPD approve the treatment of the 56th St façade, except that the upper level balconies should not incorporate the modified balconies as shown in the sketched overlay.

D. Pedestrian Environment

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks.

Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

6/28/2004 Recommendations – Pedestrian Environment

Board members identified the proposed alternative paving, pedestrian-scale lighting, the enhanced landscaping, and the preservation of the existing street trees on NW Market St. as positive amenities that should be incorporated into the final design. The Board unanimously supported the developer’s proposal to incorporate the work of a local artist in designing sidewalk elements. They recommended that the design include such a feature.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

6/28/2004 Recommendations – Landscaping

The Board recommended approval of the landscaping as proposed.

Subsequent to the design recommendations meeting, the applicant has revised the proposal to address the above issues. Those design issues that require further refinement or clarification are listed below as conditions of permit approval.

DECISION – DESIGN REVIEW

The Director concurs with the recommendations of the Northwest Seattle Design Review Board, delivered June 28, 2004, and **CONDITIONALLY GRANTS** the requested departures residential open space, nonresidential frontage, and the sight triangle (refer to Appendix A on page 14 below), subject to the conditions listed at the end of this report.

ANALYSIS - SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on April 16, 2004. Other documentation includes a traffic and parking impact analysis, submitted in May 2004, conducted by the Transpo Group. The file also contains one letter from the public, raising concerns about height, bulk & scale and traffic. This information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”, subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Drainage, and Erosion Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading, soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts. However, more detailed discussion of some short and long term impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction and demolition; potential soil erosion during grading, excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts are adverse.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Construction Noise

Due to the close proximity of residential properties to the north, the limitations of the Noise Ordinance are likely to be inadequate to mitigate potential noise impacts. Pursuant to SEPA policies in SMC Section [25.05.675 B](#), the hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays to mitigate noise impacts. Limited work on weekdays between 6:00 p.m. and 8:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner (or his successor). Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DPD to evaluate the request. See Table 1 and Condition #7, below.

Air and Environmental Health

Given the age of the existing structures on site, they may contain asbestos, which could be released into the air during demolition. The [Puget Sound Clean Air Agency](#), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections [25.05.675 A](#) and [F](#), to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA Notice of Intent to Demolish prior to issuance of a demolition permit (Condition #5). So conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Earth/Soils

Approximately 45,000 cubic yards of excavation is proposed with this project. This project constitutes a "large project" under the terms of the Stormwater, Drainage, and Erosion Control Code, SMC

[22.802.015 D](#). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD Building Plans Examiner and Geotechnical Engineer prior to issuance of the permit. The Stormwater, Drainage, and Erosion Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Parking

Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. The applicant has provided limited information related to short-term construction related parking impacts on the vicinity. However, a previous parking utilization study for DPD Project [2106492](#) (The Ballard Place Condos, located across NW 56th St. from the site) indicates that projected demand for on-street parking is at or near the capacity of existing supply. It is therefore reasonable to conclude that some mitigation of likely adverse parking impacts is warranted, pursuant to SMC [25.05.675 M](#).

The project involves construction in two phases: Phase I on the south side of the site, and Phase II on the north. While parking levels for Phase I are under construction, it will be possible for construction-related vehicles to park on the undisturbed northeast corner, consisting of about ten off-street parking spaces and some surface storage area for construction equipment. The identified off-street parking adequately addresses any adverse temporary parking impacts for the relatively short period of grading, shoring, and construction of the Phase I parking levels. Once the parking levels are complete, DPD expects that all construction-related parking will occur inside the structure.

During construction for Phase II, it is likely that construction related parking will occur in the Phase I parking levels, considering that most construction parking will not occur during evening hours, when demand for on-site parking by residents is at its peak. Once the parking levels for Phase II are complete, DPD expects that all construction-related parking will occur inside the structure.

DPD therefore conditions the project to provide that construction-related parking will occur in accordance with an approved parking management plan (Conditions #6 and 8). So conditioned, the project's potential adverse short-term parking impacts will be adequately mitigated.

Construction Vehicles

Existing City code (SMC [11.62](#)) requires truck activities to use arterial streets to every extent possible. The subject site fronts NW 56th and Market Streets in proximity to 15th Avenue NW, and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC [11.62](#). This immediate area is subject to traffic congestion during the PM peak hour, and large trucks turning onto 15th Avenue NW would further exacerbate the flow of traffic. Pursuant to SMC [25.05.675 B](#) (Construction Impacts Policy) and SMC [25.05.675 R](#) (Traffic and

Transportation) additional mitigation is warranted. For the duration of the grading activity, the applicant/responsible party shall cause grading truck trips to cease during the hours between 4 p.m. and 6 p.m. on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity (Condition #8). As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC [11.62](#).

City code (SMC [11.74](#)) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimizes the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the project's grading/excavation impacts on City streets is warranted pursuant to SEPA policies.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: marginally increased surface water runoff from greater site coverage by increased impervious surfaces; increased bulk and scale on the site; increased traffic and parking demand due to residents and visitors; minor increase in airborne emissions resulting from additional traffic; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption.

The expected long-term impacts are typical of medium- to high-density residential development and are expected to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Department of Transportation requirements). Specifically these are: the Stormwater, Drainage, and Erosion Control Code (storm water runoff from additional site coverage by impervious surface); the Land Use Code (aesthetic impacts, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

Parking

The Seattle SEPA policy for parking impacts (SMC [25.05.675 M](#)) provides authority to mitigate parking impacts of multifamily development when on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity as so defined. Capacity has been defined as a condition where 85% of the existing on-street spaces are occupied at peak hours.

The proposed project incorporates 270 parking spaces, more parking than would otherwise be required by the Land Use Code, and also enough to fully accommodate the project's peak evening and nighttime demand. A parking analysis by the Transpo Group, a licensed consultant, indicates that the project will not result in a parking impact warranting further mitigation.

Traffic

The applicant commissioned a traffic impact analysis that addresses likely impacts from the project on vehicular circulation patterns at nearby intersections. Principal intersections studied were:

- NW 56th Street/15th Avenue NW
- NW 56th Street/17th Avenue NW
- NW Market Street/15th Avenue NW
- NW Market Street/17th Avenue NW

The study determined that the proposed projects would generate 1,810 daily trips, a net increase of approximately 810 daily trips. An estimated net increase of 49 trips would occur during the AM peak hour and 64 during the PM peak hour. The study states that the project would likely increase wait times at various nearby intersections, though likely average increases are measured in fractions of seconds. The marginally increased wait times cause one intersection to degrade from Level of Service (LOS) “A” to “B” during the PM peak hour only (NW 56th St & 17th Ave NW, northbound, during the PM peak hour). The remaining study intersections would operate at the same LOS with or without increases in project traffic. The study also states it is unlikely that site-generated traffic would create a safety hazard or significantly increase the number of reported accidents at study intersections.

Other Impacts

Several adopted Codes and Ordinances and other agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these include the [Puget Sound Clean Air Agency](#) (increased airborne emissions); and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. DPD has determined that this proposal does not have a significant adverse impact upon the environment. An EIS is not required under RCW [43.21C.030\(2\)\(C\)](#).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW [43.21C.030\(2\)\(C\)](#).

DESIGN REVIEW CONDITIONS

The following Design Review conditions 1-3 are not subject to appeal.

Prior to Issuance of Any Permit to Construct

1. The applicant shall update the Master Use Permit plans to reflect drawings shown after the Design Review Board meeting on June 28, 2004, and the recommendations and conditions of this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.

Prior to and/or during construction

2. Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the project planner prior to construction.

Prior to issuance of the Certificate of Occupancy

3. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least (3) working days prior to the required inspection.
4. In accordance with the applicant's proposal, the Design Review Board's recommendation (D – Pedestrian Environment), and SDoT's concept approval, the owner(s) or responsible party(ies) shall incorporate the work of a local artist in designing and installing sidewalk elements.

CONDITIONS – SEPA

Prior to Issuance of Any Permit to Demolish or Construct

5. The owner(s) and/or responsible party(ies) shall submit to DPD a copy of the PSCAA Notice of Intent to Demolish prior to issuance of a demolition permit.

Prior to Issuance of the Construction Permit

6. The owner(s) and/or responsible party(ies) shall submit a parking management plan acceptable to the DPD planner. The plan should show projected parking demand, as well as how any short-term construction-related parking impacts in the surrounding neighborhood will be addressed for the duration of construction. Acceptable alternatives may include parking on the site, accommodation in nearby parking lots, and transit incentives.

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued

along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

7. The hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays² to mitigate noise impacts. Limited work on weekdays between 6:00 p.m. and 8:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner or his successor. Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DPD to evaluate the request.

NON-HOLIDAY WORK HOURS							
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1, Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DPD approval for additional hours shaded in gray.

8. The applicant(s) and/or responsible party(ies) shall implement the approved parking management plan.
9. For the duration of grading activity, the owner(s) and/or responsible party(ies) shall cause grading truck trips to cease during the hours between 4 p.m. and 6 p.m. on weekdays.

Signature: _____ (signature on file) Date: November 25, 2004

² Holidays recognized by the City of Seattle are listed on the City website,
<http://www.seattle.gov/personnel/services/holidays.asp>

Scott A. Ringgold, Land Use Planner

SAR:rgc

K:\Signed Decisions\2302124.DOC

Appendix A: Departure from Development Standards:

The table below itemizes the requested departures and reflects the Board's discussions and recommendations. The recommendations are based upon the departures' potential to help the project better meet the design guideline priorities and achieve a better overall design.

The applicant requested departures from the following Land Use Code development standards:

Requirement	Proposed	Comments	Action by Board
Residential open space. Per SMC 23.47.024 , 20% of residential gross floor area, or 34,555 sq.ft. required.	25,670 sq.ft. (14.9% of residential gsf) a reduction of 8,885 sq.ft., or 26%.	<ul style="list-style-type: none"> The amount and quality of the open space provided at the level 1 and 2 terraces will be a visible amenity for the public, appropriate and sufficient to provide generous visual and physical access to landscaped open space for all residents. The proposed open space will fill the available area at the second level terraces and provide significant roof terraces at each building. It will provide a significant visual amenity for the community and is distributed for availability to the residents. The updated design incorporates substantial sidewalk amenities on both frontages, described by the design team at the final recommendations meeting. 	<ul style="list-style-type: none"> The Board unanimously recommended approval of the requested departure, in consideration of the substantial design amenities proposed along the sidewalk right of way.

Requirement	Proposed	Comments	Action by Board
<p>Nonresidential street frontage. Per SMC 23.47.008 B, nonresidential uses should occupy at least 80% of the street frontage, measured as described in the section. 142' required on each street front.</p>	<p>125.25' proposed on south side (70.4%), a reduction of 16.75', or 12%. 127' proposed on north side (71.3%), a reduction of 15', or 11%.</p>	<ul style="list-style-type: none"> • The street frontage elevations have been designed to optimize active commercial frontage amounts, minimize vehicle access and blank walls, while accommodating residential lobbies essential to the project program and required sight triangles at drives. • It is felt that the residential lobby frontages (not counted in commercial use) are important for security and visibility for the residential use, and will add activity and visual interest to the street frontages. • As this is a through lot abutting only commercially zoned land, DPD has discretion to waive the requirement for the north street front, per SMC 23.47.008 B5. The design provides for live-work units at ground level, which is an appropriate response to the quieter environment of NW 56th St. 	<ul style="list-style-type: none"> • The Board unanimously recommended approval of the requested departure, in consideration of a design which substantially enhances the streetscape amenities of the site.
<p>Sight triangle. Per SMC 23.54.030 G, shall be provided on both sides of the driveway, and shall be kept clear of any obstruction for a distance of ten (10) feet from the intersection of the driveway with a sidewalk.</p>	<p>The design incorporates columns into this required setback.</p>	<ul style="list-style-type: none"> • Limited columns located in the required sight triangles help to minimize the perceived width of the garage openings, unify the architectural expression, and could serve to slow traffic exiting from the garage. • Proposed paving where the driveway crosses the sidewalk will be appropriately identified with alternative materials that provide a subtle but warning to pedestrians. Alternative safety measures could also include mirrors or other appropriate strategies. 	<ul style="list-style-type: none"> • Board members unanimously recommended approval of the requested departure, in consideration of the improved design and alternative driveway paving.